

New York Stock Market

New York, January 6.—Further contraction of operations was the most striking feature of the stock market today. Trading was almost the duller than the week, and while prices in the active department showed some gains at the close, the undercurrent was at times sluggish and uncertain. Activity in Canadian Pacific and allied issues at advancing prices was conspicuous, but transactions in those stocks failed to stimulate any demand elsewhere. Sentiment among the traders was rather mild, but commitments for the long account clearly outnumbered those for the decline just now. The professional element as a whole seems disposed to await developments before taking a stand. In the meantime there has been a moderate accumulation of stocks by investors and a continued good demand for bonds. Development at home has little bearing marketwise. Rumors that the Hill interests were negotiating for the control of the Western Pacific Railroad contemplated extending its line to the Pacific coast, and that the Harriman system had closed an order for some 200 locomotives, at a cost approximating \$2,000,000, and that the Pennsylvania has invited bids for 1,000 freight cars, was regarded as the possible precursor of a general buying movement by the larger transportation companies, and exercised some effect on the equipment shares.

Increasing ease was shown today in the local monetary situation, loans falling to the lowest rates of the week on a limited inquiry. The most prominent feature of the bond market today was generally firm and broad, was the strength of American Tobacco issues. Total sales, par value, \$4,570,000. United States bonds were unchanged on call. Total sales of stocks for the day, 229,500 shares.

New York, January 6.—Money on call steady; ruling rate, 1/2-3/4; closing bid, 1/2-3/4. Government bonds, 1/2-3/4. Active; sixty days, 1/2-3/4; three months, 3/4-5/8; six months, 3/4-5/8; one year, 3/4-5/8. Prime mercantile paper, 1/2-3/4. Foreign exchange steady at advance, with actual business in bankers' bills at \$4.82 1/2 for sixty-day bills, and \$4.83 1/2 for ninety-day bills, against \$4.82 1/2 for demand. Commercial bills, \$4.81 1/2-3/4 for \$100. Bar silver, \$1.25. Mexican dollars, 45.

RICHMOND STOCK MARKET.

By Richard W. Maury, Stock and Bond Broker, 105 E. Main St. Richmond, Va., January 6, 1911. SALES BEFORE BOARD.

Virginia Centuries—100 at \$17.50 and 101.

SALES AT BOARD.

National Bank of Virginia—100 at \$100.

STATE SECURITIES.

Virginia 5s, 1911, at \$100.00.

Centuries, 2-2-1/2, and 101, at \$100.00.

RAILROAD BONDS.

Chesapeake and Ohio, 4s, 1911, at \$100.00.

Norfolk and Western, 4s, 1911, at \$100.00.

Seaboard Air Line, 4s, 1911, at \$100.00.

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Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO., Bankers and Brokers.				By THOMAS BRANCH & CO., Bankers and Brokers.			
SALES.	Open.	High.	Low.	Closing.	SALES.	Open.	High.
200 Amer. Agr. Chem. com.	40 1/2	40 1/2	40 1/2	40 1/2	200 Great Northern Ore cts	67	67 1/2
100 Allis-Chalmers, pfd.	27 1/2	27 1/2	27 1/2	27 1/2	200 Illinois Central	120 1/2	120 1/2
15000 Americanized Copper	60 1/2	60 1/2	60 1/2	60 1/2	1000 Int. Metropolitan	19 1/2	19 1/2
200 American Can	27 1/2	27 1/2	27 1/2	27 1/2	100 Int. Metropolitan, pfd.	4 1/2	4 1/2
100 American Can, pfd.	17 1/2	17 1/2	17 1/2	17 1/2	100 Int. Marine com.	1 1/2	1 1/2
100 Amer. Car and Found.	61 1/2	61 1/2	61 1/2	61 1/2	100 International Paper	12 1/2	12 1/2
100 Amer. Cotton Oil	38 1/2	38 1/2	38 1/2	38 1/2	100 Int. Paper, pfd.	5 1/2	5 1/2
100 Amer. Linsce Oil com.	11 1/2	11 1/2	11 1/2	11 1/2	100 Kan. City South com.	32 1/2	32 1/2
100 Amer. Linsce Oil, pfd.	20 1/2	20 1/2	20 1/2	20 1/2	700 Lehigh Valley	17 1/2	17 1/2
100 Amer. Locomotive	39 1/2	39 1/2	39 1/2	39 1/2	100 Louisville and Nashville	14 1/2	14 1/2
100 Amer. Locomotive, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	100 Manhattan	14 1/2	14 1/2
100 Amer. Smelt. & Rights	7 1/2	7 1/2	7 1/2	7 1/2	100 Mo. Kan. and Texas	32 1/2	32 1/2
200 Amer. Beet Sugar	42 1/2	42 1/2	42 1/2	42 1/2	100 Mo. Kan. and Tex., pfd.	1 1/2	1 1/2
100 American Sugar	11 1/2	11 1/2	11 1/2	11 1/2	100 National Lead	56	56
100 Amer. Tel. and Tel. S.	14 1/2	14 1/2	14 1/2	14 1/2	700 New York Central	111 1/2	111 1/2
200 American Tobacco com.	42 1/2	42 1/2	42 1/2	42 1/2	100 Norfolk and Western	102	102
100 American Tobacco, pfd.	24 1/2	24 1/2	24 1/2	24 1/2	200 Northern Pacific	118 1/2	118 1/2
200 American Copper	20 1/2	20 1/2	20 1/2	20 1/2	200 Pacific Mail	39 1/2	39 1/2
200 Atlantic Coast Line	118	118 1/2	118 1/2	118 1/2	200 Pennsylvania	129 1/2	129 1/2
100 Atlantic Coast Line, pfd.	10 1/2	10 1/2	10 1/2	10 1/2	100 People's Gas	129 1/2	129 1/2
100 Baltimore and Ohio	106 1/2	106 1/2	106 1/2	106 1/2	200 Pressed Steel Car	31 1/2	31 1/2
100 Brooklyn Rapid Transit	70 1/2	70 1/2	70 1/2	70 1/2	100 Ry Steel Spring com.	7 1/2	7 1/2
200 Canadian Pacific	108 1/2	108 1/2	108 1/2	108 1/2	8000 Reading	103 1/2	103 1/2
100 Central Leather	23 1/2	23 1/2	23 1/2	23 1/2	100 Republic Iron and Steel	31 1/2	31 1/2
200 Chesapeake and Ohio	21 1/2	21 1/2	21 1/2	21 1/2	100 Republic Iron and S. pfd.	31 1/2	31 1/2
100 Chicago Great Western	23 1/2	23 1/2	23 1/2	23 1/2	400 Rock Island	20 1/2	20 1/2
100 Chi. Great West. pfd.	14 1/2	14 1/2	14 1/2	14 1/2	100 Rock Island, pfd.	6 1/2	6 1/2
100 Chicago and Northw.	12 1/2	12 1/2	12 1/2	12 1/2	100 Seaboard	116 1/2	116 1/2
100 Clev. C. and St. L.	21 1/2	21 1/2	21 1/2	21 1/2	100 Southern Railway	26 1/2	26 1/2
100 Colorado Fuel and Iron	31 1/2	31 1/2	31 1/2	31 1/2	100 Southern Railway, pfd.	6 1/2	6 1/2
100 Colorado and Southern	10 1/2	10 1/2	10 1/2	10 1/2	100 Standard Oil	62 1/2	62 1/2
200 Col. and South. 1st pfd.	25 1/2	25 1/2	25 1/2	25 1/2	100 Tennessee Copper	31 1/2	31 1/2
200 Consolidated Gas	140 1/2	140 1/2	140 1/2	140 1/2	100 Texas Pacific	26 1/2	26 1/2
100 Crucible Steel com.	12 1/2	12 1/2	12 1/2	12 1/2	100 Union Pacific	17 1/2	17 1/2
100 Crucible Steel, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	100 United States Rubber	26 1/2	26 1/2
100 Delaware and Hudson	140 1/2	140 1/2	140 1/2	140 1/2	100 United States Steel	71 1/2	71 1/2
100 Distillers Sec. Cor.	27 1/2	27 1/2	27 1/2	27 1/2	100 United States Steel, pfd.	11 1/2	11 1/2
100 Erie	27 1/2	27 1/2	27 1/2	27 1/2	100 Va. Car. Chemical, pfd.	6 1/2	6 1/2
100 Erie, pfd.	40 1/2	40 1/2	40 1/2	40 1/2	200 Wabash	16 1/2	16 1/2
100 Fed. Min. and Sm. pfd.	15 1/2	15 1/2	15 1/2	15 1/2	200 Wabash, pfd.	16 1/2	16 1/2
100 Great Electric	15 1/2	15 1/2	15 1/2	15 1/2	200 Western Union	7 1/2	7 1/2
200 Great Northern, pfd.	12 1/2	12 1/2	12 1/2	12 1/2			

CLOSING BOND QUOTATIONS

Lat. 4s.	7334	7334	
Lat. and Tel. conv. 4s.	1075	62 Southern Pacific conv. 4s.	7335
Lat. 4s.	831	63 Southern Railway 35.	7336
Lat. 4s.	1034	64 Southern Railway 36.	7337
Lat. 4s.	1034	65 Kansas City Southern 1st 2s (1914)	7338
Lat. 4s.	1085	66 Louisville and Nash. Un. 4s.	7339
Lat. 4s.	1085	67 Missouri Pacific conv. 4s.	7340
Lat. 4s.	1073	68 Missouri Pacific conv. 4s.	7341
Lat. 4s.	1011	69 Norfolk and Western lat. conv. 4s.	7342
Lat. 4s.	1011	70 Norfolk and Western lat. conv. 4s.	7343
Lat. 4s.	1011	71 Norfolk and Western lat. conv. 4s.	7344
Lat. 4s.	1011	72 Norfolk and Western lat. conv. 4s.	7345
Lat. 4s.	1011	73 Norfolk and Western lat. conv. 4s.	7346
Lat. 4s.	1011	74 Norfolk and Western lat. conv. 4s.	7347
Lat. 4s.	1011	75 Norfolk and Western lat. conv. 4s.	7348
Lat. 4s.	1011	76 Norfolk and Western lat. conv. 4s.	7349
Lat. 4s.	1011	77 Norfolk and Western lat. conv. 4s.	7350
Lat. 4s.	1011	78 Norfolk and Western lat. conv. 4s.	7351
Lat. 4s.	1011	79 Norfolk and Western lat. conv. 4s.	7352
Lat. 4s.	1011	80 Norfolk and Western lat. conv. 4s.	7353
Lat. 4s.	1011	81 Norfolk and Western lat. conv. 4s.	7354
Lat. 4s.	1011	82 Norfolk and Western lat. conv. 4s.	7355
Lat. 4s.	1011	83 Norfolk and Western lat. conv. 4s.	7356
Lat. 4s.	1011	84 Norfolk and Western lat. conv. 4s.	7357
Lat. 4s.	1011	85 Norfolk and Western lat. conv. 4s.	7358
Lat. 4s.	1011	86 Norfolk and Western lat. conv. 4s.	7359
Lat. 4s.	1011	87 Norfolk and Western lat. conv. 4s.	7360
Lat. 4s.	1011	88 Norfolk and Western lat. conv. 4s.	7361
Lat. 4s.	1011	89 Norfolk and Western lat. conv. 4s.	7362
Lat. 4s.	1011	90 Norfolk and Western lat. conv. 4s.	7363
Lat. 4s.	1011	91 Norfolk and Western lat. conv. 4s.	7364
Lat. 4s.	1011	92 Norfolk and Western lat. conv. 4s.	7365
Lat. 4s.	1011	93 Norfolk and Western lat. conv. 4s.	7366
Lat. 4s.	1011	94 Norfolk and Western lat. conv. 4s.	7367
Lat. 4s.	1011	95 Norfolk and Western lat. conv. 4s.	7368
Lat. 4s.	1011	96 Norfolk and Western lat. conv. 4s.	7369
Lat. 4s.	1011	97 Norfolk and Western lat. conv. 4s.	7370
Lat. 4s.	1011	98 Norfolk and Western lat. conv. 4s.	7371
Lat. 4s.	1011	99 Norfolk and Western lat. conv. 4s.	7372
Lat. 4s.	1011	100 Norfolk and Western lat. conv. 4s.	7373
Lat. 4s.	1011	101 Norfolk and Western lat. conv. 4s.	7374
Lat. 4s.	1011	102 Norfolk and Western lat. conv. 4s.	7375
Lat. 4s.	1011	103 Norfolk and Western lat. conv. 4s.	7376
Lat. 4s.	1011	104 Norfolk and Western lat. conv. 4s.	7377
Lat. 4s.	1011	105 Norfolk and Western lat. conv. 4s.	7378
Lat. 4s.	1011	106 Norfolk and Western lat. conv. 4s.	7379
Lat. 4s.	1011	107 Norfolk and Western lat. conv. 4s.	7380
Lat. 4s.	1011	108 Norfolk and Western lat. conv. 4s.	7381
Lat. 4s.	1011	109 Norfolk and Western lat. conv. 4s.	7382
Lat. 4s.	1011	110 Norfolk and Western lat. conv. 4s.	7383
Lat. 4s.	1011	111 Norfolk and Western lat. conv. 4s.	7384
Lat. 4s.	1011	112 Norfolk and Western lat. conv. 4s.	7385
Lat. 4s.	1011	113 Norfolk and Western lat. conv. 4s.	7386
Lat. 4s.	1011	114 Norfolk and Western lat. conv. 4s.	7387
Lat. 4s.	1011	115 Norfolk and Western lat. conv. 4s.	7388
Lat. 4s.	1011	116 Norfolk and Western lat. conv. 4s.	7389
Lat. 4s.	1011	117 Norfolk and Western lat. conv. 4s.	7390
Lat. 4s.	1011	118 Norfolk and Western lat. conv. 4s.	7391
Lat. 4s.	1011	119 Norfolk and Western lat. conv. 4s.	7392
Lat. 4s.	1011	120 Norfolk and Western lat. conv. 4s.	7393
Lat. 4s.	1011	121 Norfolk and Western lat. conv. 4s.	7394
Lat. 4s.	1011	122 Norfolk and Western lat. conv. 4s.	7395
Lat. 4s.	1011	123 Norfolk and Western lat. conv. 4s.	7396
Lat. 4s.	1011	124 Norfolk and Western lat. conv. 4s.	7397
Lat. 4s.	1011	125 Norfolk and Western lat. conv. 4s.	7398
Lat. 4s.	1011	126 Norfolk and Western lat. conv. 4s.	7399
Lat. 4s.	1011	127 Norfolk and Western lat. conv. 4s.	7400
Lat. 4s.	1011	128 Norfolk and Western lat. conv. 4s.	7401
Lat. 4s.	1011	129 Norfolk and Western lat. conv. 4s.	7402
Lat. 4s.	1011	130 Norfolk and Western lat. conv. 4s.	7403
Lat. 4s.	1011	131 Norfolk and Western lat. conv. 4s.	7404
Lat. 4s.	1011	132 Norfolk and Western lat. conv. 4s.	7405
Lat. 4s.	1011	133 Norfolk and Western lat. conv. 4s.	7406
Lat. 4s.	1011	134 Norfolk and Western lat. conv. 4s.	7407
Lat. 4s.	1011	135 Norfolk and Western lat. conv. 4s.	7408
Lat. 4s.	1011	136 Norfolk and Western lat. conv. 4s.	7409
Lat. 4s.	1011	137 Norfolk and Western lat. conv. 4s.	7410
Lat. 4s.	1011	138 Norfolk and Western lat. conv. 4s.	7411
Lat. 4s.	1011	139 Norfolk and Western lat. conv. 4s.	7412
Lat. 4s.	1011	140 Norfolk and Western lat. conv. 4s.	7413
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Lat. 4s.	1011	142 Norfolk and Western lat. conv. 4s.	7415
Lat. 4s.	1011	143 Norfolk and Western lat. conv. 4s.	7416
Lat. 4s.	1011	144 Norfolk and Western lat. conv. 4s.	7417
Lat. 4s.	1011	145 Norfolk and Western lat. conv. 4s.	7418
Lat. 4s.	1011	146 Norfolk and Western lat. conv. 4s.	7419
Lat. 4s.	1011	147 Norfolk and Western lat. conv. 4s.	7420
Lat. 4s.	1011	148 Norfolk and Western lat. conv. 4s.	7421
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Lat. 4s.	1011	162 Norfolk and Western lat. conv. 4s.	7435
Lat. 4s.	1011	163 Norfolk and Western lat. conv. 4s.	7436
Lat. 4s.	1011	164 Norfolk and Western lat. conv. 4s.	7437
Lat. 4s.	1011	165 Norfolk and Western lat. conv. 4s.	7438
Lat. 4s.	1011	166 Norfolk and Western lat. conv. 4s.	7439
Lat. 4s.	1011	167 Norfolk and Western lat. conv. 4s.	7440
Lat. 4s.	1011	168 Norfolk and Western lat. conv. 4s.	7441
Lat. 4s.	1011	169 Norfolk and Western lat. conv. 4s.	7442
Lat. 4s.	1011	170 Norfolk and Western lat. conv. 4s.	7443
Lat. 4s.	1011	171 Norfolk and Western lat. conv. 4s.	7444
Lat. 4s.	1011	172 Norfolk and Western lat. conv. 4s.	7445
Lat. 4s.	1011	173 Norfolk and Western lat. conv. 4s.	7446
Lat. 4s.	1011	174 Norfolk and Western lat. conv. 4s.	7447
Lat. 4s.	1011	175 Norfolk and Western lat. conv. 4s.	7448
Lat. 4s.	1011	176 Norfolk and Western lat. conv. 4s.	7449
Lat. 4s.	1011	177 Norfolk and Western lat. conv. 4s.	7450
Lat. 4s.	1011	178 Norfolk and Western lat. conv. 4s.	7451
Lat. 4s.	1011	179 Norfolk and Western lat. conv. 4s.	7452
Lat. 4s.	1011	180 Norfolk and Western lat. conv. 4s.	7453
Lat. 4s.	1011	181 Norfolk and Western lat. conv. 4s.	7454
Lat. 4s.	1011	182 Norfolk and Western lat. conv. 4s.	7455
Lat. 4s.	1011	183 Norfolk and Western lat. conv. 4s.	7456
Lat. 4s.	1011	184 Norfolk and Western lat. conv. 4s.	7457
Lat. 4s.	1011	185 Norfolk and Western lat. conv. 4s.	7458
Lat. 4s.	1011	186 Norfolk and Western lat. conv. 4s.	7459
Lat. 4s.	1011	187 Norfolk and Western lat. conv. 4s.	7460
Lat. 4s.	1011	188 Norfolk and Western lat. conv. 4s.	7461
Lat. 4s.	1011	189 Norfolk and Western lat. conv. 4s.	7462
Lat. 4s.	1011	190 Norfolk and Western lat. conv. 4s.	7463
Lat. 4s.	1011	191 Norfolk and Western lat. conv. 4s.	7464
Lat. 4s.	1011	192 Norfolk and Western lat. conv. 4s.	7465
Lat. 4s.	1011	193 Norfolk and Western lat. conv. 4s.	7466
Lat. 4s.	1011	194 Norfolk and Western lat. conv. 4s.	7467
Lat. 4s.	1011	195 Norfolk and Western lat. conv. 4s.	7468
Lat. 4s.	1011	196 Norfolk and Western lat. conv. 4s.	7469
Lat. 4s.	1011	197 Norfolk and Western lat. conv. 4s.	7470
Lat. 4s.	1011	198 Norfolk and Western lat. conv. 4s.	7471
Lat. 4s.	1011	199 Norfolk and Western lat. conv. 4s.	7472
Lat. 4s.	1011	200 Norfolk and Western lat. conv. 4s.	7473